

What is claimed is:

1. (original) Methods for charging at least one combustion chamber (12) of a spark-ignition combustion engine (10) with fuel and air, at least one combustion chamber charge being produced during a shutoff phase of the internal-combustion engine (10) and being ignited when the internal-combustion engine (10) is subsequently started,

wherein,

during the shutoff phase, at least one measure is taken to produce a high percentage of fuel vapor in the combustion chamber charge.

2. (original) A method as recited in Claim 1,

wherein,

the measure taken to produce a high percentage of fuel vapor is to open a canister-purge valve (30) when the internal-combustion engine (10) is shut off.

3. (original) The method as recited in Claim 2,

wherein

the measure is carried out only when a predetermined temperature threshold value has been exceeded.

4. (currently amended) A method as recited in ~~one of the preceding Claims~~ Claim 1,

wherein,

with a multiple-cylinder internal-combustion engine (10), fuel is metered during a shutoff phase only into those combustion chambers (12) whose pistons (14) are positioned in the power stroke or compression stroke when the internal-combustion engine (10) has come to a standstill.

5. (original) The method as recited in Claim 4,

wherein,

with an internal-combustion engine (10) with variable valve control, exhaust valves (18) of the combustion chambers (12) are opened with delay or not at all.

6. (currently amended) Methods as recited in ~~one of the Claims 1 through 3~~  
Claim 1,

wherein,

with a multiple-cylinder internal-combustion engine (10), fuel is metered during a shutoff phase into at least one combustion chamber (12) and is discharged, unburned, out of the combustion chamber (12).

7. (original) The method as recited in Claim 6,  
wherein

it is carried out only when a predetermined temperature threshold value has been exceeded.

8. (currently amended) Methods as recited in ~~one of the preceding Claims~~  
Claim 1,

wherein,

with an internal-combustion engine (10) with variable compression, the compression is increased when the internal-combustion engine (10) is shut off.

9. (original) The method as recited in Claim 5,  
wherein

the compression is reduced upon starting.

10. (currently amended) A control unit (24) for controlling the charging at least one combustion chamber (12) of a spark-ignition combustion engine (10) with fuel and air, at least one combustion chamber charge being produced during a shutoff phase of the internal-combustion engine (10) and being ignited when the internal-combustion engine (10) is subsequently started,

wherein

the control unit controls at least one of the methods as recited in ~~Claims 1 through 9~~ Claim 1.